

ENVIRONMENTAL ASSESSMENT

US 40, SR 896 TO SR 1

Welcome to the second

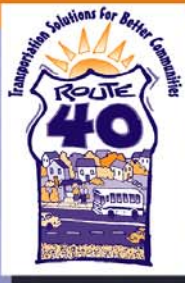
Route 40 Corridor Environmental Assessment Workshop

June 10, 2002

Tonight, you will see alternatives for the Route 40 Steering Committee's vision for the corridor in 2020. Please keep the following things in mind.

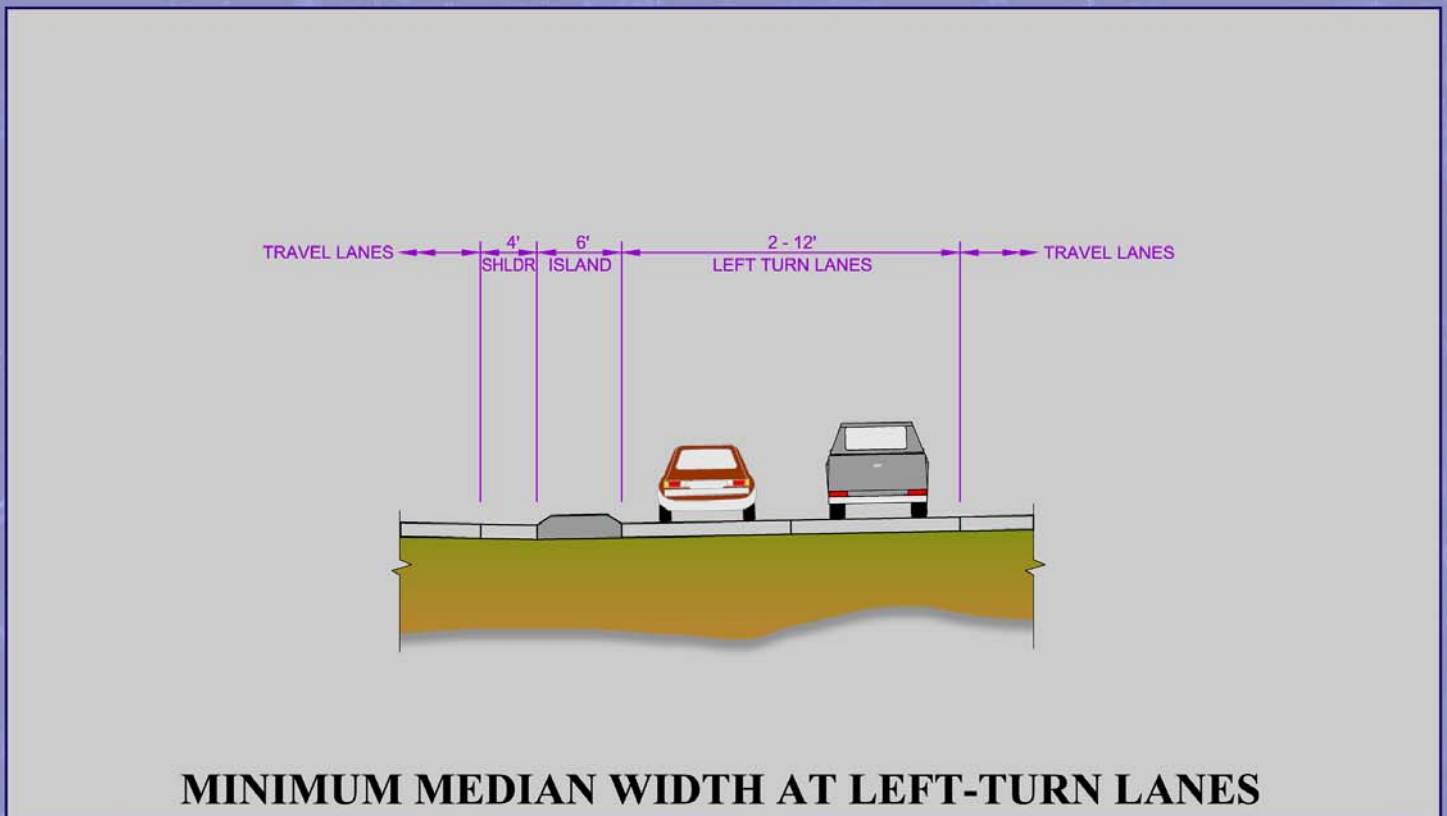
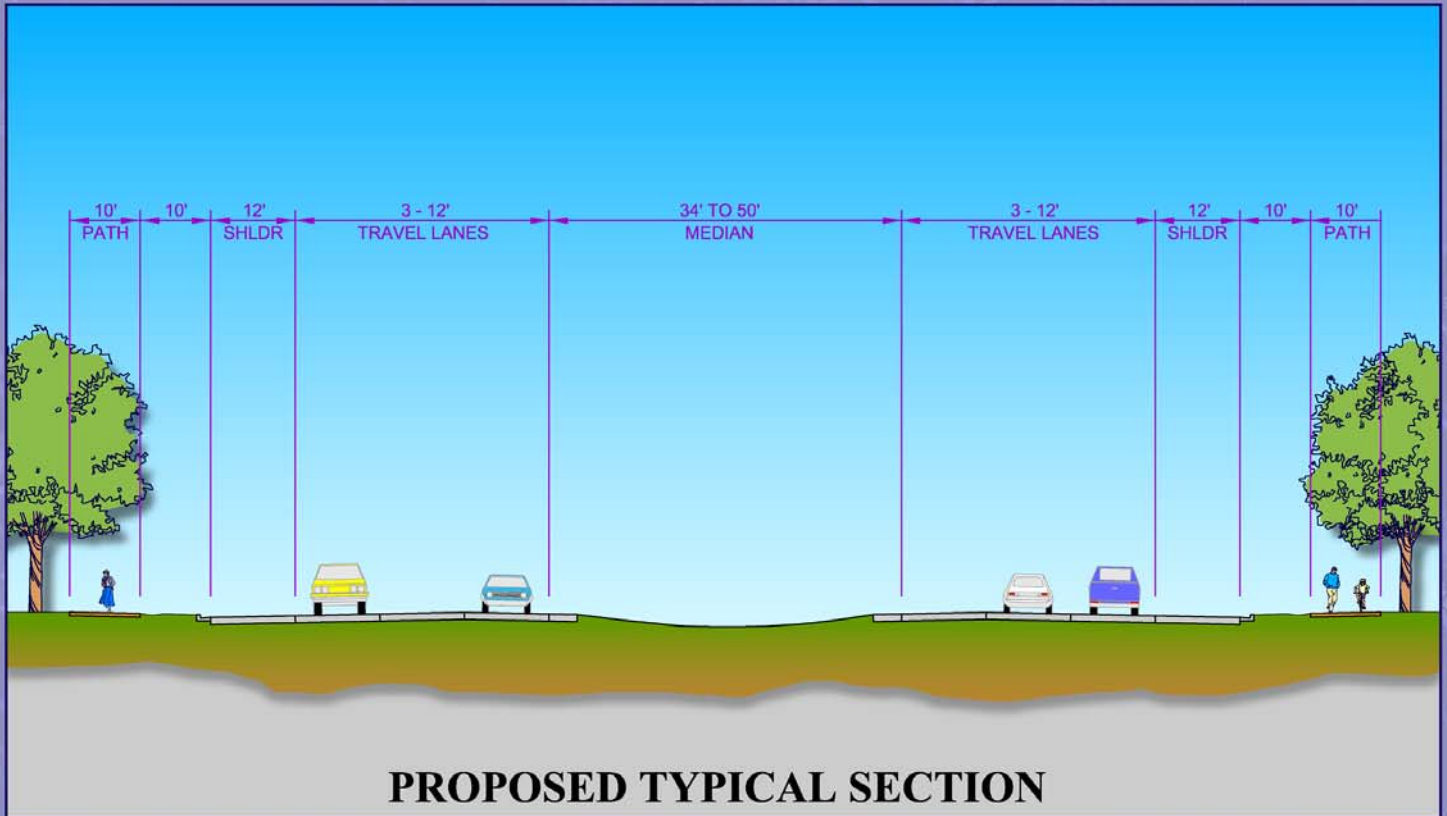
- Widening a major highway as recommended by the Route 40 Corridor 20-Year Transportation Plan is bound to have impacts on properties and the environment. DelDOT's goal is to minimize these impacts as much as possible without compromising the Steering Committee's objectives for safety and mobility.
- These improvements are not currently programmed for construction. As conditions change along the Route 40 Corridor, portions of the improvements will be designed and constructed as conditions dictate, not before.
- Because these improvements are in the preliminary planning stage, your comments tonight will help us refine the improvements for the corridor. There will also be ample opportunity at future workshops to provide further input.

Thank you for attending!



ENVIRONMENTAL ASSESSMENT US 40, SR 896 TO SR 1

US 40 Typical Sections



PRELIMINARY

Comparison of Alternatives

Route 40 Widening

Route 896 to Route 72 Area

Alternative	Advantages	Disadvantages
No-build (not shown)	<ul style="list-style-type: none">No cost or impacts	<ul style="list-style-type: none">Unacceptable intersection levels of service at numerous locations
1 - Widening to the outside	<ul style="list-style-type: none">Widest median provides best landscape opportunitiesSycamores in median can be preserved	<ul style="list-style-type: none">Most right-of-way impacts
2 - Widening to the inside		
3 - Widening to the north	<ul style="list-style-type: none">Least right-of-way impacts	
4 - Widening to the south		<ul style="list-style-type: none">Most right-of-way impacts

PRELIMINARY

Comparison of Alternatives

Route 40 Widening

Route 72 Area

Alternative	Advantages	Disadvantages
No-build (not shown)	<ul style="list-style-type: none">▪ No cost or impacts	<ul style="list-style-type: none">▪ Unacceptable intersection levels of service at numerous locations
1 - Widening to the outside	<ul style="list-style-type: none">▪ Widest median is most efficient for high U-turn volumes▪ Widest median provides best landscape opportunities	<ul style="list-style-type: none">▪ Most right-of-way impacts▪ Numerous backyard impacts in Belltown Woods▪ Slope impacts within ten feet of Fox Run Apartments
2 - Widening to the inside	<ul style="list-style-type: none">▪ Allows separation between curb and bicycle/pedestrian path on both sides	
3 - Widening to the north	<ul style="list-style-type: none">▪ Least impact to Fox Run Apartments	<ul style="list-style-type: none">▪ Numerous backyard impacts in Belltown Woods
4 - Widening to the south	<ul style="list-style-type: none">▪ Least impact to yard in Belltown Woods	<ul style="list-style-type: none">▪ Slope impacts within ten feet of Fox Run Apartments

PRELIMINARY

Comparison of Alternatives

Route 40 Widening

Scotland Drive Area

Alternative	Advantages	Disadvantages
No-build (not shown)	<ul style="list-style-type: none">No cost or impacts	<ul style="list-style-type: none">Unacceptable intersection levels of service at numerous locations
1 - Widening to the outside	<ul style="list-style-type: none">Widest median provides best landscape opportunities	<ul style="list-style-type: none">Most right-of-way impacts
2 - Widening to the inside		
3 - Widening to the north	<ul style="list-style-type: none">Minimum impact to berm at Porter Station Business Center	
4 - Widening to the south	<ul style="list-style-type: none">Widest buffer at Child Care Academy parking lot	

PRELIMINARY

Comparison of Alternatives

Route 40 Widening

Salem Church/Porter Road Area

Alternative	Advantages	Disadvantages
No-build (not shown)	<ul style="list-style-type: none">No cost or impacts	<ul style="list-style-type: none">Unacceptable intersection levels of service at numerous locations
1 - Widening to the outside	<ul style="list-style-type: none">Widest median provides best landscape opportunities	<ul style="list-style-type: none">Most right-of-way impactsGreatest impact to White Clay Shopping Center parking lotGreatest impact to 7-Eleven parking lot
2 - Widening to the inside		
3 - Widening to the north	<ul style="list-style-type: none">Largest buffer adjacent to residential propertiesIt may be feasible to save the produce stand under this alternative	<ul style="list-style-type: none">Greatest impact to White Clay Shopping Center parking lot
4 - Widening to the south		<ul style="list-style-type: none">Greatest impact to 7-Eleven parking lot

PRELIMINARY

Comparison of Alternatives

Route 40 Widening

Church Road Area

Alternative	Advantages	Disadvantages
No-build (not shown)	<ul style="list-style-type: none">No cost or impacts	<ul style="list-style-type: none">Unacceptable intersection levels of service at numerous locations
1 - Widening to the outside	<ul style="list-style-type: none">Widest median provides best pedestrian refugeWidest median provides best landscape opportunities	<ul style="list-style-type: none">Most right-of-way impactsAquaflow parking must be reconfiguredMost impact to residential property
2 - Widening to the inside		
3 - Widening to the north	<ul style="list-style-type: none">Least impact to residential propertyLargest landscaped buffer adjacent to frontage road	<ul style="list-style-type: none">Aquaflow parking must be reconfigured
4 - Widening to the south		<ul style="list-style-type: none">Most impact to residential property

PRELIMINARY

Comparison of Alternatives

Route 896 Interchange

Alternative	Advantages	Disadvantages
1 - No-Build	<ul style="list-style-type: none">▪ No cost or impacts	<ul style="list-style-type: none">▪ Unacceptable level of service▪ No remedy for accidents
2 - Quadrant Roadway (no grade separation)	<ul style="list-style-type: none">▪ Inexpensive▪ Makes good use of existing right of way▪ Potential short-term solution	<ul style="list-style-type: none">▪ Unacceptable level of service, but better than existing▪ Adds one signal each to Routes 40 and 896
3 - Quadrant Roadway (grade-separated)	<ul style="list-style-type: none">▪ Least expensive grade-separated alternative	<ul style="list-style-type: none">▪ Impacts one business▪ Greatest historic district impact▪ Retains signal on Route 896
4 - Single Loop	<ul style="list-style-type: none">▪ Best traffic operations▪ Easily understood by drivers▪ Least historic district impact▪ No signal on Route 896▪ Good accommodation of bicyclists and pedestrians	<ul style="list-style-type: none">▪ Impacts one business▪ Adds a signal on Route 40▪ Additional bridge needed when Abbey Boulevard is built
5 - Spread Diamond	<ul style="list-style-type: none">▪ Easily understood by drivers▪ No signal on Route 896	<ul style="list-style-type: none">▪ Impacts one business▪ Adds a signal on Route 40▪ Closely-spaced signals make traffic operations more difficult
6 - TUDI	<ul style="list-style-type: none">▪ No signal on Route 896▪ No additional signal on Route 40	<ul style="list-style-type: none">▪ Impacts one business▪ Requires short signal cycles, potentially impacting traffic operations along Route 40▪ Poor accommodation of bicyclists and pedestrians
7 - SPUI	<ul style="list-style-type: none">▪ No signal on Route 896▪ No additional signal on Route 40	<ul style="list-style-type: none">▪ Impacts one business▪ Unconventional; may be difficult for unfamiliar drivers to understand▪ Long-span bridge is very expensive▪ Route 896 must be raised higher, costing more and creating greater visual impacts▪ Poor accommodation of bicyclists and pedestrians

PRELIMINARY

Comparison of Alternatives

Route 7 Interchange

Alternative	Advantages	Disadvantages
1 - No-Build	<ul style="list-style-type: none">▪ No cost or impacts	<ul style="list-style-type: none">▪ Unacceptable levels of service at Route 7 and Glendale Connector▪ No remedy for accidents
2 - Route 7 over US 40 with Songsmith Drive Extension	<ul style="list-style-type: none">▪ Least expensive▪ Two quadrant roadways provide two options for making all turns▪ Best aesthetics due to limited number of retaining walls	<ul style="list-style-type: none">▪ Acquisition of Wendy’s▪ Acquisition of Governors Square office building site▪ Indirect access to remaining Governors Square office buildings
3 - Route 7 over US 40 with Elevated Left Turns	<ul style="list-style-type: none">▪ Fewest property acquisitions	<ul style="list-style-type: none">▪ Complex, expensive bridge▪ Unacceptable level of service at Glendale Connector
4 - Route 40 over Route 7 with Dual Frontage Roads	<ul style="list-style-type: none">▪ Easily understood by drivers	<ul style="list-style-type: none">▪ Very expensive▪ Extensive retaining walls are not aesthetically pleasing
5 - Route 40 over Route 7 with Frontage Road to the South	<ul style="list-style-type: none">▪ Simple traffic operations	<ul style="list-style-type: none">▪ Very expensive▪ Extensive retaining walls are not aesthetically pleasing▪ Restricted access to Saienni parcel west of Governors Square